N. V. HARLAN INTERVIEWED.

A Talk About the Candidates For the Various State Offices.

SECOND DISTRICT POLITICS.

A Street Railway Opinion -- Complaints of Extortion Entered Against the Elkhorn-Capital City News.

LINCOLN BUREAU OF THE OMAHA BEE, Lincoln, August 1.

Hon. N. V. Harlan was in the city yesterday on legal business. He left for home on the 10:15 westward bound passenger last night, but while he was sitting in front of the Capital hotel enjoying the cool breeze of the evening he was approached by THE BEE representative and after cordial greetings consented to a quiet interview. Mr. Harlan expressed himself on all questions in his positive characteristic manner, leaving no doubt as to where he stood or what

"Well, sir," he said, in his pleasant off-hand manner, "what do you want to

"York county, I understand, has a candidate for attorney general?"
"Well, yes," smilingly said Mr. Harlan. "W. T. Scott will go into the convention with a solid delegation from York county, and we hope to see him nominated. He is all right, favors railway regulation and has a conscience on all public questions."

But in the event that Scott cannot make it, for whom would the vote of

York county be cast?',
"Oh, I think for Attorney General
Leese without any doubt, but we propose
to do all that we can for Scott." "Has York county any other candidate for a state office?"

'No, the county has not, but Mr. Anderson is urged as a candidate for commissioner of public lands and buildings by the Scandinavians from different parts of the state. He is strong among the Swedish portions of the state. He has lived in York county a long time, and is known to be a man of thorough business qualifications. I can see an emergency that would lead the county to cast a solid vote for him." "When do you hold your county con-

"Next Saturday. It promises to be red hot, too We have three candidates for the legislature, and one of them will have to stay at home. I think that A. E. Gilbert will be nominated. The fight will be between C. W. Hayes and . W. Wellman, with the chances in favor of the latter. Hayes, however, is a good man. York county will send a strong anti-monopoly delegation to the next Nebraska assembly. Keckley will be returned to the senate. I am not a candidate. I can not afford to leave my legal business. There will also be a sharp fight between G. W. Shrick and J. P. Miller for the office of sheriff. Mr. Shrick, the present deputy, will doubtless be nominated."

"Will there be much of a fight made against Laird for congress in the Sec-

"The democrats will probably re-nominate McKegan, but I do not think he will poll as heavy a vote as he did two years ago. Laird will be re-elected. Indeed, the republican party, 1 think, will move to victory all along the line. Harrison and Morton will be elected. There is no doubt about it."
"You speak confidently."

"Not more so than the outlook wartrain, and I must go. Good night, sir," and the distinguished gentleman moved rapidly away in the darkness.

A STREET RAILWAY OPINION. At the session of the city council last night the city attorney submitted the following opinion regarding the railway tracks on Twelfth street, so long a question of agitation and bickering, and possibly its text will tend to settle and adjust matters relating to the same. It is certainly clear, pointed and good

LINCOLN, NEB., July 27, 1888.—To the Mayor and Council of the City of Lincoln— Mayor and Council of the City of Lincoln— Gentlemen: In the matter of the contro-versy between the Capital Heights Street Railway company and the Rapid Transit company over the occupancy of Twelfth street, I desire to submit the following opin-

In this state the only way a street railway can acquire the right to lay its tracks and operate a street railroad on the streets of a

operate a street railroad on the streets of a city is by ordinance and the consent of a majority of the legal voters of the city, voting at an election called for that purpose.

Unless expressly granted, no company can acquire the exclusive right to a particular street. It is, however, specified in all ordinances, granting franchises to such companies, that have been adopted by the Lincoln city council, that the franchise granted is not exclusive. All the ordinances provide that the company shall be subject to all reasonable regulations in the construction and use of said railway which may be imposed by ordinance.

ordinance.

[I believe that the city council has the right to provide by ordinance the number of tracks which may be laid upon any one street, that it may require one company to lay its tracks a little to one side of the street to permit a second company to lay its tracks on the same streets. The council may also require two or more companies to use the same track jointly for a reasonable distance, where such use is necessary to reach any part of the city not accommodated by street railways. street railways.

The expense of constructing and maintain

The expense of constructing and maintaining such tracks to be borne jointly by the
several companies using the same. And
where one company has constructed its
tracks the council may require it to permit
any other company to use its tracks for the
purpose above stated upon said second company making reasonable compensation for
the same, and assuming an equal share of the
expense of maintaining said tracks. In the expense of maintaining said tracks. In the present case I would recommend that the council require the Rapid Transit and Capital council require the Rapid Transit and Capital
Height companies to lay a joint track or
tracks on Twelfth street from N to P street.
I would recommend the adoption of an ordinance providing full and explicit rules and
regulations governing this matter, and in
general regulating street railroads in this
city. Very respectfully,
G. M. LAMBERTSON,
Caty Attorney

City Attorney.

THE ELKHORN COMPLAINED AGAINST.

The wave of freight tariff agitation still continues to roll. It is but just, however, to state that a great many complaints are filed before the board of transportation upon which no action whatever is taken, and for the simple reason that the complainant fails to verify his statements when a formu-lated complaint is returned to him by the board. Affidavit to a statement of rievances was made the qualification or action by the board at a session last November. This ought to be under-November. This ought to be understood by every person who has an ax to grind before the board, in any way relating to grievances held against railroads. Complaints sworn to secure prompt and decisive action by the board, and complainants who bear this in mind will save a great deal of time and induce such action as will bring speedy relief or adjustment of wrongs, under warrant of the facts and conditions.

Robert Lucas, of Pierce, under date

I recently had six cars of cat-tle at Valentine which I wanted to ship to Pierce. I inquired the rate and was told it was \$46.50. The rate to Omaha from Valentine is \$48 per car, thirty-four foot cars being the standard. I asked the rate on a twenty-nine foot car from Valentine to Neligh, which is less than half way to Omaha, and I paid \$30.45 for six cars, and I drove across to Pierce, my destination. The rate to Omaha on a twentynine foot car is \$40.80, and to Neligh \$30.45, making \$10.35 to Omaha, which is more than half way. I think the company overcharged me. If I have to put this in different shape please let me know and I will do it."

CITY NEWS AND NOTES. Alfred Storms, who was brought to the insane asylum at this place on the 25th inst., violently insane, was encoffined for the tomb by undertaker Heaton to-day, and expressed to Tecumseh, from which place he came, for burial. Mr. Storms was a man of considerable and was highly esteemed in Vesta, Johnson county, where he had lived for years. The real cause of his insanity is unknown.

A. W. Stewart, chief clerk in the

office of Attorney-General Leese, re-turned to-day from a business and pleasure trip through the northwest part of the state. He can now be found at his desk in the state house.

A lady of East Lincoln is reported to

have been fatally sunstruck this afternoon. The name of the unfortunate lady could not be learned. It has been intensely hot here throughout the day. The entertainment given by the Elks last evening was crowned with success, Socially it was one of the most pleasurable events of the year. The music furnished by Dockstader's minstrels was great and brought frequent encores. The attendance was large, most of the invitations issued having been accented.

Ernest Casteel and Mrs. Rhuama Russell, who have been living in this city for nearly a year past as husband and wife, were arrested yesterday after-noon and bound over to the district court to answer the charge of adultery. The arrest of this erring couple was brought about by Mrs. Casteel, who arrived from Taylor county, Iowa, where a happy home was destroyed by Mrs. Russell, and a wronged wife left destitute to fight her own battles. Mrs. Casteel seeks only to secure a divorce and to punish the parties for their mis-

THE REALTY MARKET.

Instruments Placed on Record Dur-N Harrington et al J Roche, lot 16, Burr
Oak, w d
So Omaha Land Co to A H Miller, lot 1,
blk 128, So Omaha, w d
E E French and wife to B H Dunbam, e ½
lots 7 and 8, blk 6, Central park, w d.

E E French and wife to G L Dunham, e ½
iots 7 and 8, blk 14, Central park, w d.

G W Smith to A D Keltie, lot 5, blk H,
Omaha, q c d
Patrick Land Co to F A Smith, lots 13, 14,
15, 16, 17, 18, 19, 20, 21, 22, 23 and 24, blk
112, Dundee place, w d.

A P Drake et al to J N Seline, lots 19 and
2, blk 2, Drake's add, wd.

L Bradford and wife to H C Rapp, lot 11,
blk 15, Walnut hill, q c d.

H C Rapp to W Gladden, lot 11, blk 15,
Walnut hill, w d.

A Bothwell and hushand to E D West, lot
13, Fairmount place, w d.

Sa Sa Sa

Building Permits. The following building permits were is-

ned yesterday: vn, barn, Burdette near Twentysixth.
John Dale, 2-story residence, Twentysixth near Woolworth.
Joseph Vlodyka, cottage, Fourteenth near
Martha.
J FO Hanlon, cottage, Fifth avenue and Ash DO Dunison, cottage, Twenty-eighth near

Eight permits, aggregating...... 8,450 Drink Malto at soda fountain.

Simply a Matter of Science. New York, August 1 .- | Special Telegram to THE BEE. |—Henry Villard is in the city. A friend of his who spoke to him concerning A friend of his who spoke to him concerning the report that he was organizing an expedition to the Antarctic seas said: "Villard has simply interested himself in such an expedition through his friendship for the scientist that is getting it up. Villard is simply one of a number who have subscribed to defray the expenses. It is a purely scientific matter and has no commercial value or bearing, and and has no commercial value or bearing, and I believe that the scheme still hangs, as there has not yet been enough money subscribed. The story that Villard would himself go to the Antarctic seas is false."

In another column of this issue will be found an entirely new and novel specimen of attractive advertising. It is one of the neatest ever placed in our paper and we think our readers will be well repaid for examining the SUPPOSED display letters in the advertisement of Prickly Ash Bitters.

Shot His Daughter's Lover. CHATTANOOGA, Tonn., August 1 .- Calvin Faulkner shot and killed Michael Shautry at Athens, Tenn., yesterday. Shantry at paying his addresses to Faulkner's daughter, but he objected and forbade Shantry coming to the house. The lovers' met clandestinely yesterday. Faulkner followed the pair, and when he overtook them shot Shantry, who died soon afterwards.



EARLING APPOINTED

J. T. Clark's Successor Chosen-Other Railway Matters. General Manager Roswell Miller, of the

Chicago, Milwaukee & St. Paul, has issued a circular appointing Albert J. Earling general superintendent of the road, to fill the vacancy caused by the death of J. T. Clark. Division Superintendant W. G. Collins is appointed assistant general superintendant. These appointments take effect August 1.

Mr. Earling began his railroad career at the age of seventeen as an operator on the Chicago & Northwestern, under J. R. Buchanan, now general passenger agent of the Fremont, Elkhorn & Missouri Valley. The St. Paul officials, attracted by the young man's superior business abilities, soon after man's superior business abilities, soon after secured his services. He became a favorite of Phil Armour, who is now his chief backer. Three years ago he was offered the general superintendency of the Canadian Pacific, at a salary of of \$10,000 per year, but Mr. Armour declared that if he was worth \$10,000 a year to the Canadian Pacific he was worth that much to the Chicago, Milwaukee & St. Paul. Mr. Earling is about forty years of age and is a Earling is about forty years of age and is a very capable and efficient man. He is very popular with his subordinates and it is doubt-ful if a more able successor to Mr. Clark could have been selected.

The Festive Spotter.

There is fear and trembling among the conductors on the Union Pacific, for within the last month the individual known as the "spotter" has been at work, and as a result of the Republican Valley branch were his investigations, three conductors on the recipients of a yellow envelope. Their names are George Gordon, J. T. Wiseman and G. F. Beckley, R. J. Mantz, Thomas Robb and C. S. McNeil succeed them. These dismissals are not the only ones by any means as still the spotter pursues his investigations.

More About Harvest Excursions. The general passenger department of the B. & M. issued a circular vesterday regarding the proposed harvest excursions, which will be duplicated by other Nebraska and Kansas lines to-day, which contains instructions to agents concerning the tickets to be sold. Tickets, as has already been stated in THE BEE, will be sold to points in the two named states to which the one-way rate is \$3 and upwards from the Missouri river, and will be sold to points in Colorado as far west as Fort Morgan and Grover, the former on the Denver line, the latter on the Cheyenne line. Tickets will be good for thirty days and no extension of the return limit will be granted.

The Freight Agents Meeting. As was stated in yesterday's issue the meeting of freight agents held in this city was for the purpose of settling the matter of grain rates from Kansas City. The meeting referred the matter to a committee composed of the representatives of the Union Pacific's Kansas line, Agent At-wood of the Chicago, Kansas & Nebraska, Agent Milligan of the St. Joseph & Grand Island, Agent Munroe of the Union Pacific, Agent Bartle of the Kansas City, St. Joe & Council Bluffs, and General Agent Bartle of the Santa Fe. What the outcome, if any, will be, is unknown, but the result will in no wise affect Omaha.

Spikes. Beginning with to-day, passengers from the east in Pullman cars via the Chicago & Northwestern will be lauded in Omaha, the Union Pacific having entered into an arrangement with the former by which their coaches will be brought into the depot in this city. depot in this city.

The passenger department of the Union Pacific has issued for gratuitous distribution a letter pamphlet, pocket size, entitled "National Platform Book," which contains the platforms of the republican, democratic and prohibition parties, together with the portraits of Harrison, Cleveland and Fisk and their letters of acceptance. In addition there is a table showing the electoral and plurality votes, and an analysis of the vote cast for votes, and an analysis of the vote cast for Cleveland and Blaine in 1884.

Wm. Black, Abingdon, Iowa, was cured of cancer of the eye by Dr.Jones' Red Clover Tonic, which cures all blood disorders and diseases of the stomach. liver and kidneys. The best tonic and appetizer known. 50 cents. Goodman Drug Co.

"Hot Boxes."

Hartford Courant: Travelers by rail are all familiar with the disagreeable smell and vexatious delays arising from "hot boxes," and probably there are but few who do not understand what the term means, as hot boxes are by no means nuknown on vehicles drawn by animals, many a wheel on a farm wagon having been ruined by the axle-greuse becoming overheated. The selection of a proper material for packing the jour-nal boxes in which the ends of car axles run, and the exercise of due care in its inspection and renewal, is one of the great problems of raitroad management. and the employes of the leading roads are jealous of their reputation in this These remarks were suggested by a

very aggravated case of hot box on the northbound limited express recently, which caused a delay of nearly twenty minutes. When the box was opened a dense cloud of smoke rolled out, and the entire neighborhood was disagreeably perfumed. This particular offender was on a Boston & Albany drawing-room car, and recalled a recent experience of the writer's in the Springfield depot. While waiting for a New Haven train, a through western express from Boston rolled into the depot, bringing with it the pungent and unmistakable odor of a very hot box. It was soon located under a Wagner sleeping car. While the experi-enced physicions were operating upon the patient with the usual liberal doses of water, oil, waste, etc., the writer ventured a query as to whether the car was new, knowing that new cars were very apt to be afflicted with the malady. The reply was that the car was an old one but that the Central (New York Central) people did not properly take care of their journals, as the B. & A. did and that most of the hot box trouble at Springfield was on cars of outside roads, coupled with a delicate hint that tne Consolidated road had a good deal of trouble of this kind. The writer has come to the conclusion that railroad come to the conclusion that railroad men are like the Mississippian who, in response to an inquiry from a stranger, replied; "No (slap), we (whack) don't (slap) have many skeeters (slap, whack) round yere, (slap) but they're mighty thick (whack) down yonder" (slap).

Apropos of the fact that new cars are proper to be afficiently with the cars are

prone to be afflicted with hot boxes, the writer remembers a certain distal trip from New York to Albany on the Hud-son River railroad. It was the evening before the glorious Fourth, and as hot as it ever knows how to be on the east bank of that river when the sun is climbing down the west in a cloudless sky. Standing room was at a premium in every one of the dozen or so coaches in every one of the dozen or so coaches on the train, and the gentle rain of cinders fell alike on the just and the unjust. It was the "first Pacific express," and the first stop on the bills was Peekskill. But on this particular occasion Peekskill was about the twelfth stop. It had just passed Spuyten Duyvil when the dreaded hot-box smell first made itself manifest. There were five spick and span brand-new coaches on the train, and before it reached Albany, in the early dawn, five or six hours late.

MAHA

INSTITUTE

N. W. Cor. 13th and Dodge Sts., Omaha, Neb.

CAUTION—Designing persons, taking advantage of our reputa-tion are constantly starting bogus Medical Establishments to deceive strangers visiting the city. These pretenders usually disappear in a few weeks. Beware of them or their runners or agents. The Omaha Medical and Surgical Institute is the only established Medical institute in Omaha, Dr. McMenamy, Proprietor. When you make up your mind to visit us make a memorandum of our exact address, and thus save trouble, delay or mistakes.

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I have for many years made a specialty of diseases of the urinary and sexual organs, have become a recognized authority upon the subject, consequently I receive an immense number of letters from physicians and afflicted persons, asking my opinion and advice upon individual cases. For the benefit of such persons, I have written a book, giving a general description of the most common diseases and conditions, my treatment, success, advice, etc. After reading it, persons will have a clearer idea of their condition and can write me more intelligently and to the point. It will therefore be seen that our object in writing these pages is not to furnish reading matter to a class of persons who read out of mere idle curiosity, but for the benefit of the many who are suffering to a greater or less degree from diseases, or the effects of diseases or abuses, of the sexual or urinary organs. Not a day passes but we receive many calls or letters from persons suffering from this class of diseases, or their sequel.

**Many of them are ignorant of the cause of the difficulty that has wrecked their constitutions, thrown a cloud over their bright prospects and is shortening their days.

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Carefully, skillfully and scientifically by the latest and most approved methods. WRITE FOR BOOK ON DISEASES OF WOMEN, FREE, Dr. McMenamy has for years devoted a large portion of his time to the study and treatment of this class of diseases, and has spared neither time nor money to perfect himself, and is fully supplied with every instrument, appliance and remedy of value in this department of Medicine and Surgery.

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Address all letters to OMAHA MEDICAL AND SURGICAL INSTITUTE, AR. J. W. McMENAMY, N. W. Corner 13th and Dodge Streets, Omaha, Neb.

able-bodied soap factories. The unfortunates who shared in that dreadful CALIFORNIA! iourney, to this day fancy that they can letect the odor of roasting axle grease in the wooded recesses of the Catskills, whither it was wafted from that

wretched train, years and years ago.
There is another variety of "h box," fortunately not occurring very frequently, which at times is attended with considerable risk. This is the heating of the packing of the cylinders and steam-chests of the locomotives. It is not long since one of the large new express enginess on the Consolidated road came into Hartford with blue smoke rising from the rear end of the cylinder, where the driving-rod enters. The soapstone packing had be-come ignited by the friction and had fairly burned to ashes. The cylinder and rod were so heated that any at-tempt to cool them suddenly would have ruined the rod. There was nothing for it but to take the engine off and send her to the hospital.

These desultory observations may prove of interest to some whose technical knowledge is slight, and may lead them to watch the car inspectors as they gingerly put their hands against the journal boxes, looking for something they do not want to find -a "hot-

The Sulphurous Gentleman Facetiously designated as 'Old Nick" seem

to be at the elbows of the people, who day in and day out damage their teeth with hurtful footh pastes, powders and washes. The recorded experienced of thirty years desig-nates SOZODONT as the only real designer. nates SOZODONT as the only real desidera-

THE VETERAN SAW IT ALL.

New York Times: On Saturday last an old man with silvery hair was led into the Cyclorama of Gettysburg by a bright-faced little miss in a jaunty gypsy hat and dress and sat down while she described to him the features of the picture in detail, occasionally asking her a question or shaking his head slowly as if in doubt of the accuracy of her account. She had described to him in her own way the on-rush of Pickett's men and the hand-to-hand conflict at the stone fence where the Pennsylvania veterans met the charge of the southerners, when he asked, "But where's the artillery, Mag?" "Oh, you mean the big guns. They're

ever here on the hill in a row." "All in a row?" he asked.
"Yes," she repited.
He shock his head. "Look round,"

said he. "There must be some more that are not in line."

"Yes," she said. "There are some down here, but they are all upset and seem to be broken. I think they are bursted."

"Is that where the men are coming over the stone wall?"

"Yes grandra."

"Yes, grandpa." "Is there a grove of trees?"
"Yes, grandpa. It seems to be full of men, but the smoke is so thick you cannot see them." "Oh, I can see them," he cried.

It was then noticed by several people who were listening to him that he was blind. The little girl said: "Oh, no, grandpa; you can't see them."
"Yes, I can," he answered. "I can see them very well, and the broken cannon, too."

The child looked at him with innocent surprise as she said: "You are jok-

Robert Lucas, of Pierce, under date of July 31, Complains to Attorney General Leese against the Elkhorn Valley railroad company as follows, and asks that the matter be referred to the state board of transportation:

"I have a complaint to make to you and will state the case as plain as I can."

"I have a complaint to make to you and will state the case as plain as I can."

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"I have a complaint to make to you and will state the case as plain as I can."

"Its superior excelence proven in millions of homes for more than a quarter of a century. It is used by the United States Government. Endomes for more than a quarter of a century. It is used by the United States Government. Endomes for more than a quarter of a century. It is used by the United States Government. Endomes for more than a quarter of a century. It is used by the United States Government. Endomes for more than a quarter of a century. It is used by the United States Government. Endomes for more than a quarter of a century. It is used by the fleads of the great universities as for a century. It is used by the beads of the great universities as for a century. It is used by the United States Government. Endomes for more than a quarter of a century. It is used by the United States Government. Endomes for more than a quarter of a century. It is used by the Didded the old man.

"No. That was the last thing I over saw on earth. There was a caisson exhauted. On the provided the old man.

"No. That was the last train, and before it reached Albany, in the early dawn, five or six hours interest. The care the care as place and the pour of the provided the old man.

"No. Th



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